3. Getting around the City

The City of Melbourne is fortunate to be compact and rich in land uses and activities. For this reason, most people get around the inner Melbourne region by walking, cycling or by tram. However, vehicle congestion slows trams and makes walking and cycling more dangerous and less desirable. More can also be done to develop infrastructure and land use that encourages people to cycle, walk, or take the bus or tram – both in the Central City and in inner Melbourne.

What we want for 2020: Our Vision of a Sustainable and Integrated Transport Network

Walking

*A high quality walking environment that makes the City more attractive as a place to work, visit or live. People will have priority on all streets and public space within the Central City.*

Cycling

*An enhanced cycling network that enables cycling to be a safe, feasible, healthy and environmentally sound travel option for most of the population.*

Public Transport

*Improved reliability, frequency, and safety of public transport services enabling significant increases in the use of public transport by people of all abilities to get around the City and inner Melbourne.*
Vehicle Access and Parking

Parking and vehicle access has been managed in such a way that it has positively influenced transport choice, with greater take-up of sustainable transport options by City residents, workers and other visitors, whilst the viability of business continues to be assured.

Walking

Walkability is a fundamental indicator of a city’s liveability. In particular, a safe and pleasant walking environment encourages the use of public transport, has significant health benefits for those taking part, and encourages people to engage with their surroundings. A good city street is a destination in its own right - an experience as well as a thoroughfare.

![Average hourly trend of pedestrian activity at six CBD sites – weekend and weekday](image)

**Figure 9:** Average hourly trend of pedestrian activity at six CBD sites – weekend and weekday

Most trips within the Central City are done on foot – even those who drive or take public transport need to walk at least some of the way. And the number

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10 Melbourne City Research, City of Melbourne, 2006
of pedestrians is growing – up almost 40 per cent on weekdays and almost 100 per cent on weeknights (between 1993 and 2004). The Central City has many elements to encourage pedestrians – tree-lined streets, a successful Safe City program, public art, active retail frontages and the CBD’s many arcades and pedestrianised laneways. The lunchtime closure of small streets such as Little Collins Street also encourages walkers and shoppers, and recognises the important role of pedestrians in bringing social and economic vitality to the Central City.

However, while pedestrian-priority space in the CBD has increased by more than 70 per cent between 1993 and 2004 (the number of outdoor café seats has almost trebled in the same time) more can be done to improve the walking environment and its connections and recognise the contribution that pedestrians make to the life of the Central City.

The walking environment is equally important in local areas of the City, such as Carlton, Kensington and North Melbourne, as people need to access local strip shopping centres and major institutions and businesses located in these areas. The focus now must be on creating direct and safe routes to schools, shops, stations and other activity areas.

**Issues for Action**

*Create a More People-Friendly Environment*

To encourage pedestrians, Melbourne’s Central City needs to offer a reasonable standard of physical comfort for people of all abilities, including ease of access, natural light and protection from the wind, rain and summer sun. Additional verandas or awnings may be appropriate, subject to heritage issues and potential impacts on-street trees.

Appropriate standards are already required for new development to ensure sufficient solar access to City streets, and to manage wind effects. However more built infrastructure to encourage walking (including adequate public toilets, street furniture

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and places where children can play) is necessary and signage must also be thought about from a pedestrian’s viewpoint and speed of passage, rather than from only a motorist’s perspective.

**Policy:**

- Council supports walking as the mode of choice for residents, workers and visitors in inner Melbourne.
- Council will ensure walking environments are connected, safe, comfortable and pleasant.
- Council will increase pedestrian priority in the CBD and local areas, including reduction of waiting times at traffic signals, particularly on the City’s wide boulevards.
- Council will manage pavement space in such a way as to ensure uses such as kerbside cafes, motorcycle parking, advertising signs, utility poles and pedestrian activities are balanced.

**Short Term Actions:**

- In conjunction with adjoining municipalities, reinforce the City of Melbourne’s key regional walking routes (see Map 1) through appropriate design treatment, signage, surface treatment, and road management.
  
  2006-2010

- Review and reduce pedestrian signal wait times on key pedestrian routes, where appropriate, prioritising the central City, regional walking links and pedestrian priority areas shown on Map 1.
  
  2007-2020

- Upgrade pedestrian and cycling amenity along Northbank Promenade in Banana Alley, initially between Sandridge Bridge and Queens Bridge.
  
  2006-2007

- Evaluate streets and lanes for future partial traffic closures (or shared zones) to improve CBD pedestrian safety and amenity.
  
  2007-2020
**Improve Pedestrian Infrastructure**

Well-designed and well-placed signs are indispensable for an attractive walking environment. Signs designed for pedestrians rather than motorists help those less familiar with the City to make their way around and can be used to promote new destinations to existing walkers. Many areas of the City of Melbourne are already seeing better signage and lighting, design and safety improvements carried out by Council.

**Policy:**

- Council will provide an effective, safe and engaging environment for all pedestrians in the City of Melbourne.
- Council will design public spaces to accommodate all abilities, wherever appropriate.

**Short Term Action:**

- Undertake mobility audits along key pedestrian routes identified in Map 1, and at key public transport interchanges identified in Map 3 to design and advocate for better access by people of all abilities.

*2007-2020*
Map 1: Inner Melbourne Action Plan (IMAP), Walking framework
Make the Roads Safer for Pedestrians

Pedestrian safety is the most important road safety issue in the Central City. Over the past five years, 5,500 casualty crashes were recorded in the City of Melbourne. As part of these an average of 10 people have been killed annually on the City of Melbourne’s roads, a further 326 have been seriously injured and over 780 have suffered minor injuries\(^\text{13}\) each year.

Between 2001 and 2005, just under a quarter of all motor accidents resulting in casualties in the City of Melbourne involved a pedestrian – one third of all deaths and 23 per cent of all serious injuries\(^\text{14}\). That’s almost 1,200 pedestrians involved in accidents in the City of Melbourne, 500 of these were seriously injured or killed – almost one every two days.

<table>
<thead>
<tr>
<th>Road User</th>
<th>CBD</th>
<th>City of Melbourne</th>
<th>Melbourne Metropolitan Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>27%</td>
<td>23%</td>
<td>18%</td>
</tr>
<tr>
<td>Cyclist</td>
<td>8%</td>
<td>9%</td>
<td>7%</td>
</tr>
<tr>
<td>Motorcyclist</td>
<td>9%</td>
<td>11%</td>
<td>9%</td>
</tr>
<tr>
<td>Total:</td>
<td>44%</td>
<td>43%</td>
<td>34%</td>
</tr>
</tbody>
</table>

\textit{Table 2:} Vulnerable Road Users: per cent total casualties\(^\text{15}\)

Most of these accidents are due to the high numbers of both cars and people in CBD streets – including over 500,000 daily visitors and between 30,000 and 40,000 vehicles per day (up to 60,000 in King Street).

\(^{13}\) VicRoads Crashstats 5 year data

\(^{14}\) VicRoads, 2006

\(^{15}\) VicRoads Crashstats
This high proportion of deaths and serious injuries suggests that 50 km/h speed limit for urban areas, introduced in 2000, is still too high for much of the City and many of the City’s local areas. Collisions where vehicles are travelling at speeds more than 40 km/h are almost certain to cause severe trauma and possible death for a pedestrian. A 40 km/h speed limit would provide a safer walking and cycling environment.

![Table 3: Impact Speed and risk of death](image)

This will require enforcement by Victoria Police. Other safety solutions include traffic calming measures, pedestrian priority signals and wider pedestrian refuges to allow people to cross roads safely at ground level.

**Policy:**

- Council will progressively apply a ‘blanket’ 40 km/h speed limit in the CBD and local areas to help reduce pedestrian injuries, improve the walking and cycling environment, and simplify speed zones for motorists\(^\text{16}\).
- Council will increase road space allocation for pedestrians, particularly in the retail core, Central City and inner city activity areas.

\(^{16}\) **NOTE:** This does not apply to Swanston Street as it will remain a 30km/h speed limit.
Encourage Active Frontages

Highly visible pedestrian activity at street level is the key to safety and urban vitality. To provide incidental supervision of public spaces, the planning provisions contained within the Melbourne Planning Scheme will continue to require active people-oriented uses at street level (such as retail, small scale commercial business and entertainment) in new CBD developments.

Policy:

- Council planning policy will encourage mixed land use with active street frontages and a walkable scale.
- Council will continue to support improvements to the amenity and safety of laneways by encouraging active uses, public art and improvements to lighting to ensure safe and convenient personal access.

Cycling

The City of Melbourne is well suited to cycling as a mode of travel, being relatively flat with good quality local roads and a network of bicycle paths, including 28 kilometres of on-road facilities and 34 kilometres of off-road facilities.

Currently, cycling makes up two per cent of all trips made within the City of Melbourne. As a low-cost and sustainable form of transport, it can help reduce traffic congestion. It is generally suitable for shorter trips (one to 10 kilometres) and for longer commuter trips into the City. More needs to be done to enhance the connectivity and extent of the cycling network, and to
promote cycling as a safe and feasible travel option. Council will strive to double the number of cycling trips in the municipality through advocacy and development of a supportive cycling environment.

Safety and comfort concerns discourage many potential cyclists from cycling within and to the Central City. The aim now is to provide cyclists with safer cycling networks through the Central City that connect to adjoining municipalities. These networks will be complemented by trip-end facilities to encourage cycling as a transport choice for both commuters and visitors.

Much can also be done to increase community awareness of cycling; it’s suitability for short trips, its health benefits and the availability of facilities. Maintenance of road and path surfaces and clearances to vegetation will also help.

Local laws prevent cycling in the City’s gardens to protect pedestrians and maintain the peaceful ambience of the parks. However, this causes discontinuity in cycling routes, such as where the popular Canning Street route from North Carlton meets the north of Carlton Gardens and the issue needs to be addressed with viable alternative routes identified and provided.

**Issues for Action**

*Enhance Road Safety for Cyclists*

Cycling in the Central City is not easy – nor is there a simple way to make it so. Road space is shared by pedestrians on footpaths, parked cars, moving traffic (including public transport) and cyclists. However, cyclists are usually required to make their own space (there are only two formally designated bike routes – in William and La Trobe Streets). Areas for improvement include Princes Bridge, sections of the Capital City Trail and alongside parks.

There are more bicycle crashes in the City of Melbourne than in any Victorian municipality. As the road environment is a factor in about a third of these accidents, road design and maintenance will be a key area for focus.
**Policy:**

- Council will focus on road design and maintenance to make cycling a safer mode of transport.

- Council encourages Victoria Police to actively enforce road rules so that both cyclists and motorists are aware of the need to share road space; and will communicate the need for mutual respect amongst all road users.

**Short Term Actions:**

- Identify dedicated routes for cyclists to resolve issues where bike trails meet City gardens.
  
  **2006-2010**

- Provide a pedestrian/cycle bridge at Manningham Street, Parkville to improve the safety and connectivity of the Capital City Trail for cyclists accessing Flemington, Kensington, Docklands and the City.
  
  **2006-2008**

- In developing a new bike plan and associated implementation timetable, maximise the number of off road cycle routes and the utilisation of innovative surface and design treatments for on-road routes, wherever possible.
  
  **2006-2007**

- In addition to sponsoring Ride to Work Day and promoting the ‘Share the Road’ campaign, develop new partnerships with the Victorian Government and VicRoads to establish new educational and promotional programs which promote cycle safety—particularly for children and young people, and new drivers.
  
  **2006-2020**
Provide More End-of-trip Facilities

The City of Melbourne currently provides bicycle rails for parking throughout the CBD and more will continue to be installed in high-use areas. Under the Victoria Planning Provisions, all new multi unit developments must include bicycle parking spaces, showers and change rooms for residents, employees and visitors. End of trip bicycle facilities are essential for commuting cyclists and are a key part of successful Green Travel Plans developed under the Victorian Government’s TravelSmart Program.

Policy:

- Council planning policy will require the provision of secure, undercover bike storage, lockers and showers in offices, institutions and major developments.

Short Term Action:

- Investigate the viability of a ‘Cycling Superstation’ and alternatives which would provide accessible end-of-trip facilities for all CBD cyclists.

2006-2007

Improve the Connectivity and Use of the Cycling Network

Regional cycle links have been identified in Map 3 with neighbouring municipalities. This regional network will be supplemented at a local level, which may require an investigation by Council in collaboration with key road users.

Any new design of bike paths/routes should balance the competing demands of other road users in the CBD, new local demands arising from developments such as at Docklands, increasing activity in the Sports and Entertainment Precinct, and demands from commuters in surrounding municipalities.
Policy:

- Council will complete the regional cycle network in association with neighbouring municipalities.
- Council will continue to work with the Victorian Government to promote and distribute information on existing cycle, pedestrian and public transport networks available to city users, through such programs as TravelSmart.

Short Term Actions:

- In conjunction with adjoining municipalities, reinforce the City of Melbourne’s key regional cycling routes (see Map 2) through appropriate design treatment, signage, surface treatment, and road management.

  2006-2020

- Work with VicRoads, cycle users and other stakeholders to build on the Principle Bicycle Network (PBN) by identifying new on road and off road routes within the City of Melbourne.

  2006-2020
Map 2: IMAP Regional Bicycle Network

Legend:
- **Blue** Bicycle Route - Existing (Off Road)
- **Red** Bicycle Route - Existing (On Road)
- **Purple** Bicycle Route - Proposed (Off Road)
- **Orange** Bicycle Route - Proposed (On Road)
- **Green** Bicycle Route - Existing with Proposed Upgrade (Off Road)
- **Brown** Bicycle Route - Existing with Proposed Upgrade (On Road)
- **Study Area Boundary**

Note: This map is a combination of the Principal Bicycle Network and existing and proposed regional links as detailed in Council Bicycle Strategy Plans.

Regional bicycle network
Inner Melbourne Action Plan
Improving Tram and Bus services

To make public transport the first choice for longer trips within the City, the system needs to be made more efficient and attractive. Initiatives will include tram and bus priority routes, and intersections that give priority to public transport ahead of cars. Tram and bus stops will be safer, have better information and be easily accessible for all abilities.

Issues for Action

*Improve Public Transport Frequency and Priority*

Melbourne’s trams and buses need to compete with the speed and convenience of cars – a goal that has been hampered by the sheer number of cars on Melbourne’s roads and the need to share road space. Melbourne’s average metropolitan bus speed of 23.1km/h is linked to the average road network speed of 43km/h, while trams operate at 16 km/h\(^1\). Buses and trams continue to struggle to achieve even half the speed of cars\(^2\).

Tram superstops aim to improve tram speeds by improving access, and improving loading and unloading times. Tram superstops are also safer for passengers, provide easier access to trams (minimising steps), offer greater shelter from the weather, have real time travel information and some even provide ticketing services. In short, they are an improvement on the ‘safety zone’ tram stops. Tram stops at intersections are particularly convenient and help passengers change easily between routes. They should be retained especially in the CBD.

Bus stops need to provide levels of amenity similar to tram superstops. They may not require the same level of infrastructure (platforms – as they are typically located at curb) but they should provide access for all, adequate shelter and real time travel information.


\(^{18}\) Scheurer, Kenworthy and Newman, *Most liveable and best connected*, MTF, 2005
Think Tram

Think Tram is a Victorian Government program to improve tram travel times, reliability and safety along the busiest parts of Melbourne’s tram network.

Under the program a series of projects will be carried out including on-road works, use of new technology to improve traffic flow, and amendments to road rules.

Much of the work will focus on priority routes through the CBD and on major approaches to the CBD. These routes run along many of Melbourne’s shopping strips and sporting precincts and are among the most popular sections of the tram network.

The program is being managed by VicRoads in partnership with the Department of Infrastructure and Yarra Trams, and in consultation with local government and local communities.

Major components of the program will include:

- Road-based improvements including tram stop upgrades, raised dividing strips separating trams and motorists, right turn bans and traffic-light sequence changes.
- Reviewing motorist’s responsibilities when driving with trams and developing new ways to ensure motorists act safely around trams and have clear indications of when they can and cannot drive on tram tracks.
- Providing improved communication links between the operational aspects of VicRoads and Yarra Trams. This includes linking the VicRoads traffic management centre and the Yarra Trams control centre and establishing new operating protocols to create the best possible incident management and tram operating conditions.

More Information

Think Tram
Telephone 1300 309 571
Email: thinktram@roads.vic.gov.au
Policy:

- Council supports the improvement of tram and bus frequency and reliability through the introduction of tram and bus-only lanes and priority intersections.
- Council supports the construction of tram superstops, with a strong preference for intersection stops where possible, and avoiding any further loss of tram stops in the Central City.

Short Term Actions:

- Work with the Victorian Government, the City of Port Phillip and other stakeholders to improve tram operations along Melbourne’s prime tram corridor, St Kilda Road.
  
  2006-2008

- Work with the Victorian Government and Yarra Trams to implement the Think Tram program

  2006-2011

- Continue to provide a Tourist Bus Service with a view to upgrading it to a Tourist Tram Service.

  Review 2007-2008

Support Rail Extensions

In January 2005 Yarra Trams and the Victorian Government extended tram services into the Docklands precinct; along Route 86 to Colonial Stadium, Route 30 to La Trobe Street - St Vincent’s Plaza, and Route 48 to Docklands Drive. The City of Melbourne aims to further integrate Docklands and Port Melbourne (Fisherman’s Bend) with the Central City, and to improve links between key City attractions and recreational attractions along the Yarra and Docklands.
**Policy:**

- Council will create safe and effective pedestrian links to City train stations, tram and bus stops.
- Council recommends the Victorian Government plan for the extension and improvement of public transport services to areas as shown on Map 3.
- Council recommends the Victorian Government plan for construction of new rail tunnels to increase the capacity of the City Loop and to serve the wider City – including Carlton, Parkville and St Kilda Road. (See page 43)

**Short Term Actions:**

- Widen the Little Collins Street footpath between Spring and Exhibition Street to provide better connections to Parliament Station.
  
  2006-2007

- Improve integration of key cycle and pedestrian routes in the western end of the CBD with Southern Cross Station
  
  2007-2008

- Plan and encourage for the construction of new tram tracks to address network gaps and opportunities for new connections, shown on Map 3.
  
  2006-2020

- Review the approaches to other public transport stops (train, tram and bus) to identify pedestrian safety, access and amenity issues.
  
  2006-2020

- Create better pedestrian links from Southbank to Flinders Street and Southern Cross Stations.
  
  2007-2010
Map 3: IMAP Public Transport Network

Potential public transport network improvements

Inner Melbourne Action Plan
Vehicle Access and Parking

Parking availability and cost does not only influence commuters and visitors in their choice of transport to the City of Melbourne. By controlling parking availability and the type of parking (such as the allocation of on and off-street parking and resident parking permit numbers), it is also possible to influence how people travel once they are within the boundaries of the City. Parking and vehicle access may also influence City residents in their choice of where to live, and what modes of transport they will use. It is also important for Council to work closely with adjoining municipalities to manage parking.

Car Parking Management within Neighbourhoods

Demand for parking in neighbourhoods close to the Central City is continually increasing with the expansion of commercial, residential and institutional development.

There is a finite supply of on-street parking but simply increasing the number of off-street parking spaces is no solution because of its ramifications for vehicle congestion. Factors such as the types of land uses present, number of on-street parking spaces, type of dwellings and whether there is access to other transport modes all need to be considered.

The Carlton Parking and Access Strategy was adopted in April 2004 as a pilot for the application of these principles across the City of Melbourne’s neighbourhoods. It ensured the most effective and equitable use of parking in Carlton. The actions in the Carlton Parking Strategy form the basis for parking management in the other neighbourhoods.
Carlton Parking and Access Strategy

In peak periods it was increasingly difficult for residents and visitors to Carlton to access on-street car parking spaces. Demand was outstripping the physical number of on-street parking spaces. In 1999 Council began an extensive research and community consultation process including Carlton residents, businesses and other stakeholders. As a culmination of this the Carlton Parking and Access Strategy was adopted by Council in April 2004. New residential parking measures contained in the Strategy were implemented in June 2005.

Key initiatives are:

- Withdrawal of multi-use permits, whilst still enabling each existing residential property to have access to a maximum of two on-street Residential Parking Permits (RPP);
- replacement of the annual multi use permit scheme with an annual voucher scheme;
- a policy of installing parking meters for non-permit holders in high-use and residential areas where:
  - on-street parking occupancy is greater than 90 per cent and is approaching 100 per cent capacity across significant periods of the day or week; and/or
  - there is evidence that non-resident vehicles are frequently overstaying the permitted time limits.

- establishing a Car Sharing service within Carlton;
- the tightening of eligibility criteria for the RPP Scheme;
- restriction of the eligibility for RPP to pre-2005 dwellings or new dwellings which do not increase residential density;
- the RPP Scheme excludes residents of dwellings that were treated as student accommodation during the planning permit process to determine parking ratios;
- change in the price structure from $20 per RPP to the first permit being priced at $20, and increasing the cost of the second permit to $80, (Pensioner and concession card holders are exempt from these fees).
Policy:

- Council will use the Carlton Parking and Access Strategy and the Parking and Access Management Framework as a basis for parking and access management for other neighbourhoods.

Short Term Actions:

- As a priority, apply the principles of the Carlton Parking and Access Strategy and Access Management Framework to North and West Melbourne and Southbank.
  
  2006-2008

- Carry out a study to determine the ‘real’ versus ‘perceived’ links between retail productivity and on-street parking and review activity centre parking management when the results of this research are known.
  
  2006-2008

Promote Car Sharing

Car sharing was introduced to Carlton as part of the Carlton Parking and Access Strategy. The premise of car sharing is akin to organised short-term car rental, with individuals typically paying a fee each time they use a vehicle. Access to cars may be provided by car share operators either through the City of Melbourne providing reserved on-street spaces, special permits or off-street spaces.

Car sharing offers participants the advantage of occasional car use without the costs and responsibilities of ownership, while society benefits from reduced traffic congestion and demand for parking, together with increased mobility and greenhouse offset.
**Policy:**

- Council will support car sharing as a viable alternative to car ownership in the City of Melbourne.
- Council will provide, wherever appropriate, on-street, special permits or access to off-street spaces for car sharing activities throughout the City of Melbourne.

**Short Term Actions:**

- Seek expressions of interest to establish car share services in City of Melbourne neighbourhoods.
  
  *2006-2010*

- Identify and target CBD parking station locations and major residential developments that would be suitable for a car sharing service.
  
  *2006-2020*

- Actively lobby the Victorian Government to establish car sharing services at the Former JJ Holland Park housing estate in Kensington and at the Carlton Housing Estate.
  
  *2006-2007*
Boat

With many major function centres and key attractions located along the Yarra and Maribyrnong Rivers, water transport adds an exciting dimension to the City, especially for tourism and leisure. However, the speeds required for a viable commuter service are not able to be achieved given the ‘wash’ created by boats operating at faster speeds and structural issues with riverbanks and bridges. There is also the potential for conflict with recreational river users (rowers, kayakers and canoeists) and Port of Melbourne boat traffic and this should be minimised wherever possible.

Policy:

• Council will work with Parks Victoria to promote and encourage water transport as a useful transport choice for those enjoying the City’s sports and entertainment precinct, the Arts precinct and the entertainment and dining precincts of Southbank and Docklands.

Integrating Land Use Planning and Transport

How land is used in an urban environment – where we live, work, socialise and shop – has a direct effect on travel and transport demand. The City of Melbourne can influence underlying land use patterns through mechanisms such as the Melbourne Planning Scheme and Local Provisions.

Through good urban planning, Council will create better connections between people and their communities – increasing accessibility, and decreasing the need for mechanised transport. Council will also support business and industry by promoting land use that is close to transport infrastructure (both public transport and freight). This in turn will make it easier for people to get to work – and for goods to reach their markets – fostering growth that is dynamic, community-focused and sustainable.

Key community facilities and high density housing will also be further consolidated around public transport nodes, whilst protecting the important character of our City.
Issues for Action

Transit-Oriented Development

Historically, most parts of the City of Melbourne constitute transit-oriented urban environments where access to public transport is generally excellent and walking and cycling are highly attractive options. The spread of mixed use areas in most parts of the City further minimises the need for private vehicle use by City of Melbourne residents. Council can build on these strengths by further consolidating activity and high density living in close proximity to public transport nodes and ensuring good urban design – including appropriate materials, signs, lighting, visibility and information – which further encourage public transport use.

Policy:

- Council planning policy will continue to consolidate activity and densities in the CBD and in the vicinity of other activity centres that are highly serviced by public transport, cycling and walking networks.

- Council will improve the environment around public transport nodes to make public transport use more attractive.

Short Term Action:

- Upgrade the urban amenity around North Melbourne and South Kensington Stations to encourage the appropriate redevelopment of key sites and to promote public transport use by new residents in the area.

2006-2008
Integrated Travel Plans for Major Developments

Property developers rarely have an obligation to locate developments so they can be accessed by sustainable or public transport. As a result, many major developments are only accessible by car or limited public transport.

The City of Melbourne is also home to major facilities such as hospitals and universities which results in many travel trips. Any major new developments or redevelopments of these public institutions must take into consideration their transport impact – the number of trips made and by what means. They must also set out how they propose to maximise sustainable transport take-up by future occupants.

Policy:

- Council planning policy will require new major developments to maximise public transport, cycling and walking take-up by new occupants; to limit parking where access to public transport is excellent; and to contribute toward transport infrastructure (such as trip-end facilities for cyclists) and sustainable transport linkages, wherever possible.

Short Term Action:

- Include a provision in the Melbourne Planning Scheme that requires integrated travel plans for all major developments.

Review the Road Hierarchy

In 2006 CBD roads are classified according to their priority use and transport function. The CBD covers approximately 1.75 square kilometres and has 25.2 km of roadway, exclusive of laneways. Three-quarters of the CBD roadway is shared between public transport vehicles and general traffic, and under a quarter is one-way vehicle traffic. This hierarchy informs capital works and investment (such as tram superstop siting) and traffic management decisions.
An update of this is required to reflect of this Strategy, Moving People and Freight.

**Policy:**

- Council will prioritise public transport, walking and cycling access in all parts of the CBD.

**Short Term Action:**

Update the road hierarchy to reflect the following:

- That public transport, cycle and pedestrian access within the CBD will be prioritised.
- That the inner regional routes shown in Maps 1, 2 and 3 will be prioritised and reinforced through appropriate treatment, design, and traffic management.
- That laneways serve as important pedestrian areas and a means of accessing car parks, but that a range of activities will be encouraged to ensure vitality.
- That a north-south tram loop is recognised.

2008-2010